

TRICCER --.--

- 1. THIS PLAN IS USED IN CONJUNCTION WITH A LONG-TERM 3-LANE FREEWAY SINGLE LEFT LANE CLOSURE STAGED TRAFFIC PLAN.
- 2. SEE SMART WORK ZONE SYSTEM (SWZS) SPECIAL PROVISION/RFP FOR DETAILS.
- 3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
 "##" ARE CHANGEABLE VALUES BASED ON REAL-TIME TRAVEL DELAY TIMES IN MINUTES.
- 4. ADJUST SWZS COMPONENTS LOCATION TO AVOID CONFLICTS WITH TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS SWZS COMPONENTS MAY BE POLE-MOUNTED. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN LANE CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
- 5. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES MINIATURE PCMS (~6' WIDE, 12+ INCH CHARACTERS) ALLOWED FOR PCMS1 ONLY UNLESS ACCEPTED BY ENGINEER.
- 6. PCMS1 AND TRAFFIC SENSOR A ARE OPTIONAL DURING SINGLE LEFT LANE CLOSURES, BUT MAY REMAIN IN PLACE FOR THE DOUBLE LEFT LANE CLOSURE.
- 7. ESTIMATED TRAVEL DELAY TIMES SHALL BE ACCURATE WITHIN 5 MINUTES.
- 8. WHEN FEASIBLE, LOCATE SIDE FIRE TRAFFIC SENSOR PRIOR TO ANY OPEN RAMPS.
- 9. IF SYSTEM FAILS SEE "SMART WORK ZONE SYSTEM FAILURE PROTOCOL" PROVISION.
- 10. IF TRAFFIC QUEUES REACH 6 MILES, PLACE ADDITIONAL PCMS AT 8.5± MILES. RELOCATE FARTHER BACK AS NEEDED TO REMAIN IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS WITH 10+ INCH CHARACTERS ACCEPTABLE. TRANSVERSE TRAFFIC SAFETY DRUMS OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES ADE LESS THAN EE MILES.

ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / SLOW TRAFFIC AHEAD

| LEGEND: | |
|--------------|--|
| Ø | TRAFFIC SAFETY DRUM |
| # | TRAFFIC SENSOR (SEE NOTE 6) |
| TTS# | PORTABLE TRAVEL TIME SENSOR (SEE NOTE 7) |
| SFTS→ | SIDE FIRE TRAFFIC SENSOR (SEE NOTE 8) |
| ((•) | SMART SEQUENTIAL ARROW SIGN (CONNECTED) |
| PCMS | PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTES 5 & 6) |
| H | PAN-TILT-ZOOM (PTZ) CAMERA |
| | TEMPORARY BARRIER |
| K THE | TEMPORARY IMPACT ATTENUATOR (TL-3) |
| | |

| | SYME | OL S | RIGG SPEE (mph | D (| CON | AFFIC | | | | | | | | | | | | | | | | | | |
|-------------|----------|------|----------------------|-----|-----|----------------|-------------------------------|-----------------------|-------------------------------|-----------------------|-------------------------------|-----------------------|---------------------------------|-----------------------|-------------------------------|-----------------------|-------------------------------|-----------------------|-------------------------------|-------------------------|-------------------------------|---------------------|----------------------------|-------------------------------|
| | FF SL | _ | 35+ <35 | _ | | e Flow owed | - | | | | | | | | | | | | | | | | (OPTIC | ONAL) |
| QUEUE | | | | | | ORS | PCN | /IS 9 | PCM | IS 8 | PCM | IS 7 | PCM | IS 6 | PCN | IS 5 | PCM | IS 4 | PCN | IS 3 | PCM | IS 2 | PCN | IS 1 |
| LOCATION | | | | | | BA | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| (miles) | | RAF | FIC (| CON | DIT | ION | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC |
| None | FF F | FF | FF | FF | FF | FF FF | | (Blank) | | (B l ank) | | (Blank) | | (Blank) | | (Blank) | | (Blank) | LEFT LANE CLOSED | 1 MILE AHEAD | | (Blank) | | (Blank) |
| < 0.5 | FF F | FF | FF | FF | FF | FF SI | | (Blank) | | (Blank) | | (Blank) | | (Blank) | | (Blank) | SINGLE LANE CLOSURE | 2 MILES AHEAD | TRAFFIC BACKUPS PRESENT | ## MINUTE DELAY | SLOW OR STOPPED TRAFFIC | NEXT 0.5 MILE | | (Blank) |
| 0.5 TO 1.4 | FF F | F FF | FF | FF | FF | SL SI | | (Blank) | | (B l ank) | | (Blank) | | (B l ank) | SINGLE LANE CLOSURE | 3 MILES AHEAD | TRAFFIC BACKUPS PRESENT | ## MINUTE DELAY | SLOW OR STOPPED TRAFFIC | NEXT 1 MILES | ZIPPER MERGE HERE | TAKE TURNS | ZIPPER MERGING HELPS | MINIMIZE DELAYS FOR ALL |
| 1.41 TO 2.4 | FF F | F FF | FF | FF | SL | . SL SI | | (Blank) | | (Blank) | | (Blank) | SINGLE LANE CLOSURE | 4.5 MILES AHEAD | TRAFFIC BACKUPS PRESENT | ## MINUTE DELAY | SLOW OR STOPPED TRAFFIC | NEXT 2 MILES | ZIPPER MERGES AHEAD | USE LEFT LANE TOO | ZIPPER MERGE HERE | TAKE TURNS | ZIPPER MERGING HELPS | MINIMIZE DELAYS FOR ALL |
| 2.41 TO 3.4 | FF F | FF | FF | SL | SL | SL SI | | (Blank) | | (B l ank) | SINGLE LANE CLOSURE | 6 MILES AHEAD | TRAFFIC BACKUPS PRESENT | ## MINUTE DELAY | SLOW OR STOPPED TRAFFIC | NEXT 3 MILES | 2 MILES TO MERGE POINTS | USE ALL 3 LANES | ZIPPER MERGES AHEAD | USE LEFT LANE TOO | ZIPPER MERGE HERE | TAKE TURNS | ZIPPER MERGING HELPS | MINIMIZE DELAYS FOR ALL |
| 3.41 TO 4.9 | FF F | F FF | SL | SL | SL | . SL SI | | (Blank) | SINGLE LANE CLOSURE | 7.5 MILES AHEAD | TRAFFIC BACKUPS PRESENT | ## MINUTE DELAY | SLOW OR STOPPED TRAFFIC | NEXT 4.5 MILES | 3 MILES TO MERGE POINTS | USE ALL 3 LANES | 2 MILES TO MERGE POINTS | USE ALL 3 LANES | ZIPPER MERGES AHEAD | USE LEFT LANE TOO | ZIPPER MERGE HERE | TAKE TURNS | ZIPPER MERGING HELPS | MINIMIZE DELAYS FOR ALL |
| 4.91 TO 6.4 | FF F | FSL | . SL | SL | SL | . SL SI | SINGLE LANE CLOSURE | 9 MILES AHEAD | TRAFFIC BACKUPS PRESENT | ## MINUTE DELAY | SLOW OR STOPPED TRAFFIC | NEXT 6 MILES | 4.5 MILES TO MERGE POINTS | USE ALL 3 LANES | 3 MILES TO MERGE POINTS | USE ALL 3 LANES | 2 MILES TO MERGE POINTS | USE ALL 3 LANES | ZIPPER MERGES AHEAD | USE LEFT LANE TOO | ZIPPER MERGE HERE | TAKE TURNS | ZIPPER MERGING HELPS | MINIMIZE DELAYS FOR ALL |
| 6.41 TO 7.9 | FF S | LSL | . SL | SL | SL | SL SI | LANE CLOSURE 9 MILES | ## MINUTE DELAY | SLOW OR STOPPED TRAFFIC | NEXT 7.5 MILES | 6 MILES TO MERGE POINTS | USE ALL 3 LANES | 4.5 MILES TO MERGE POINTS | USE ALL 3 LANES | 3 MILES TO MERGE POINTS | USE ALL 3 LANES | 2 MILES TO MERGE POINTS | USE ALL 3 LANES | ZIPPER MERGES AHEAD | USE LEFT LANE TOO | ZIPPER MERGE HERE | TAKE TURNS | ZIPPER MERGING HELPS | MINIMIZE DELAYS FOR ALL |
| 7.91+ | SL S | L SL | . SL | SL | SL | . SL SI | SLOW OF STOPPED TRAFFIC | NEXT 9 MILES | LANE CLOSURE 7.5 MILES | ## MINUTE DELAY | 6 MILES TO MERGE POINTS | USE ALL 3 LANES | 4.5 MILES TO MERGE POINTS | USE ALL 3 LANES | 3 MILES TO MERGE POINTS | USE ALL 3 LANES | 2 MILES TO MERGE POINTS | USE ALL 3 LANES | ZIPPER MERGES AHEAD | USE LEFT LANE TOO | ZIPPER MERGE HERE | TAKE TURNS | ZIPPER MERGING HELPS | MINIMIZE DELAYS FOR ALL |

9-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): SINGLE LEFT LANE CLOSURE

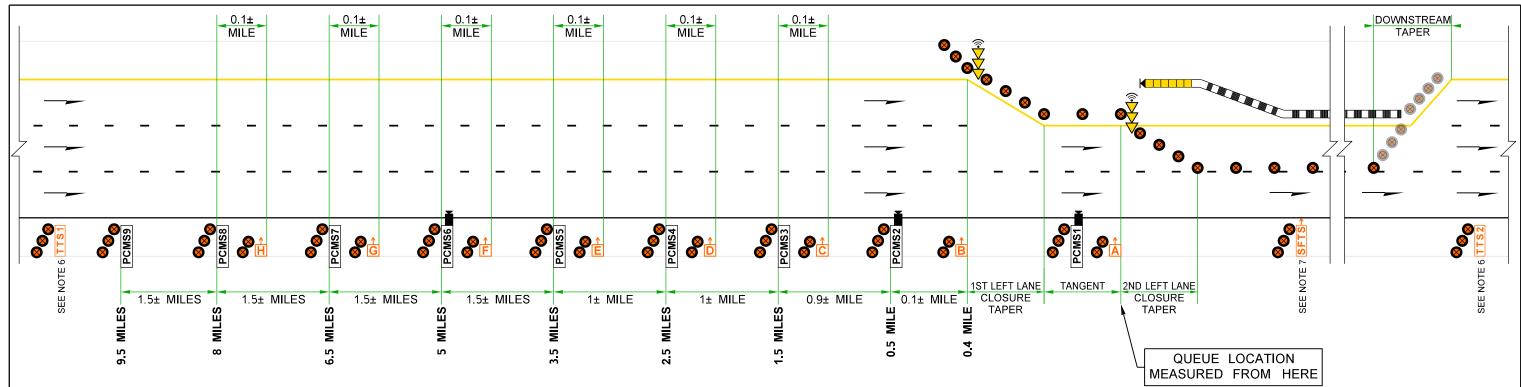
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DATE

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Plot 1 PLAN REF NO TC172 2 TYPICAL TRAFFIC CONTROL PLANS



NOTES:

REGIONAL ADM.

- 1. THIS PLAN IS USED IN CONJUNCTION WITH A INTERMEDIATE-TERM 3-LANE FREEWAY DOUBLE LEFT LANE CLOSURE TRAFFIC CONTROL PLAN.
- 2. SEE SMART WORK ZONE SYSTEM (SWZS) SPECIAL PROVISION/RFP FOR DETAILS.
- 3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
 "##" ARE CHANGEABLE VALUES BASED ON REAL-TIME TRAVEL DELAY TIMES IN MINUTES.
- 4. ADJUST SWZS COMPONENTS LOCATION TO AVOID CONFLICTS WITH TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS. SWZS COMPONENTS MAY BE POLE-MOUNTED. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN LANE CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
- 5. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES. MINIATURE PCMS (~6'WIDE, 12+INCH CHARACTERS) ALLOWED FOR PCMS1 ONLY UNLESS ACCEPTED BY ENGINEER.
- 6. ESTIMATED TRAVEL DELAY TIMES SHALL BE ACCURATE WITHIN 5 MINUTES.
- 7. WHEN FEASIBLE, LOCATE SIDE FIRE TRAFFIC SENSOR PRIOR TO ANY OPEN RAMPS.
- 8. IF SYSTEM FAILS SEE "SMART WORK ZONE SYSTEM FAILURE PROTOCOL" PROVISION.
- 9. IF TRAFFIC QUEUES REACH 6 MILES, PLACE ADDITIONAL PCMS AT 8.5± MILES. RELOCATE FARTHER BACK AS NEEDED TO REMAIN IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS WITH 10+ INCH CHARACTERS ACCEPTABLE, TRANSVERSE TRAFFIC SAFETY DRUMS OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES ARE LESS THAN 5.5 MILES.

ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / SLOW TRAFFIC AHEAD

| LEGEND: | |
|----------|--|
| 8 | TRAFFIC SAFETY DRUM |
| # | TRAFFIC SENSOR |
| TTS# | PORTABLE TRAVEL TIME SENSOR (SEE NOTE 6) |
| SFTS→ | SIDE FIRE TRAFFIC SENSOR (SEE NOTE 7) |
| ((• | SMART SEQUENTIAL ARROW SIGN (CONNECTED) |
| PCMS | PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 5 |
| H | PAN-TILT-ZOOM (PTZ) CAMERA |
| | TEMPORARY BARRIER |
| K | TEMPORARY IMPACT ATTENUATOR (TL-3) |

| SYMBOL | TRIGGER SPEED (mph) | TRAFFIC CONDITION |
|--------|---------------------------|-------------------|
| FF | 35+ | Free Flow |
| SL | <35 | Slowed |

BY

DATE

| QUEUE LOCATION | | | | | | | SOR | _ | PCM | IS 9 | PCM | S 8 | PCM | IS 7 | PCN | IS 6 | PCN | IS 5 | PCM | IS 4 | PCN | IS 3 | PCN | IS 2 | PCN | 1S 1 |
|-------------------|------|-------|--------|------|------|------|------|-----|---------|----------|-----------|------------------|-----------------|----------------|--------------------|-----------------|--------------------|--------------|--------------------|----------------|-----------------|---------------|---------------|---------|---------------|---------------|
| | Н | | | | | | B | Α | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| (miles) | | TI | RAF | FIC. | COI | NDI. | TION | | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC |
| | | | | | | | | | | | | | | | | | | | | | 2 LEFT | 1 | | | | |
| None | FF | FIFI | FFF | FF | FF | FI | FF | FF | | (Blank) | | (Blank) | | (Blank) | | (Blank) | | (Blank) | | (Blank) | LANES CLOSED | MILE AHEAD | | (Blank) | | (Blank) |
| | | | | | | | | | | | | | | | | | | | DOUBLE | 2 | TRAFFIC | ## | SLOW OR | NEXT | | |
| < 0.5 | FF | FI | FF | FF | FF | : FI | FF | SL | | (Blank) | | (Blank) | | (Blank) | | (Blank) | | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 0.5 | | (Blank) |
| | | | | | | | | | • | | | | | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILE | | |
| | | _ _ | | . | _ | _ _ | _ | | | | | | | | | | DOUBLE | 3 | TRAFFIC | ## | SLOW OR | NEXT | ZIPPER | TAKE | ZIPPER | TAKE |
| 0.5 TO 1.4 | FF | FI | FF | FF | FF | FIFI | - SL | SL | | (Blank) | | (B l ank) | | (Blank) | | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 1.5 | MERGE | TURNS | MERGE | TURNS |
| | _ | | | _ | | | | | | | | | | | - | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | HERE | | HERE | |
| | | _ | . | . | _ | | ۱ | ۵. | | (81 1) | | | | | DOUBLE | 4.5 | TRAFFIC | ## | SLOW OR | NEXT | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 1.41 TO 2.4 | - | - - | . FF | | - | · SI | _ SL | SL | | (Blank) | | (B l ank) | l | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 2.5 | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | - | - | | | | | | | | | | | DOLUB! 5 | - | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | AHEAD | LANE TOO | HERE | TA165 | HERE | TA1/5 |
| 0.44 TO 3.4 | | | | | - | ١., | | ٠. | | (DI1) | | (DI1) | DOUBLE | 6 | TRAFFIC | ## | SLOW OR STOPPED | NEXT | 2 MILES | USE | ZIPPER | USE LEFT | ZIPPER | TAKE | ZIPPER | TAKE TURNS |
| 2.41 TO 3.4 | r | | . | | . Or | - 31 | - SL | ЭL | | (Blank) | | (B l ank) | LANE CLOSURE | MILES AHEAD | BACKUPS PRESENT | MINUTE DELAY | TRAFFIC | 3.5 MILES | TO MERGE POINTS | ALL 3 LANES | MERGES AHEAD | LANE TOO | MERGE HERE | TURNS | MERGE HERE | TURNS |
| | + | - | - | +- | - | + | | | | | DOUBLE | 7.5 | TRAFFIC | ## | SLOW OR | NEXT | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 3.41 TO 4.9 | . == | | | . eı | e i | Q. | e i | СI | | (Blank) | LANE | MILES | BACKUPS | ## MINUTE | STOPPED | 5 | TO MERGE | ALL | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| 3.41 10 4.3 | 1 | - | 100 | ادا | . 3 | - 31 | - 3- | 3L | | (Dialik) | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | 1011113 | HERE | TORNS |
| | ╈ | + | + | + | + | + | + | | DOUBLE | 9 | TRAFFIC | ## | SLOW OR | NEXT | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 4.91 TO 6.4 | FF | FI | : 01 | SI | SI | SI | SI | SI. | LANE | MILES | BACKUPS | MINUTE | STOPPED | 6.5 | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| 7.51 10 0.4 | Ι | ١ | 0- | - | - 0- | - " | - - | ٥- | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | 1011110 | HERE | 101410 |
| | 1 | + | 1 | + | + | + | | | 2 LANE | ## | SLOW OR | NEXT | 6 MILES | USE | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 6.41 TO 7.9 | FF | SI | SL | SI | SI | SI | SL | SL | | MINUTE | STOPPED | 8 | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| 10 113 | П | ٠. | | " | _ | - " | _ | | 9 MILES | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HERE | |
| | | | | | | | | | SLOW OR | NEXT | 2 LANE | ## | 6 MILES | USE | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 7.91+ | SL | SI | . SL | . SL | . SL | . SI | _ SL | SL | | 9.5 | CLOSURE | MINUTE | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | | TRAFFIC | MILES | 7.5 MILES | DELAY | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HERE | |

9-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): DOUBLE LEFT LANE CLOSURE NOT TO SCALE

DATE

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REVISION

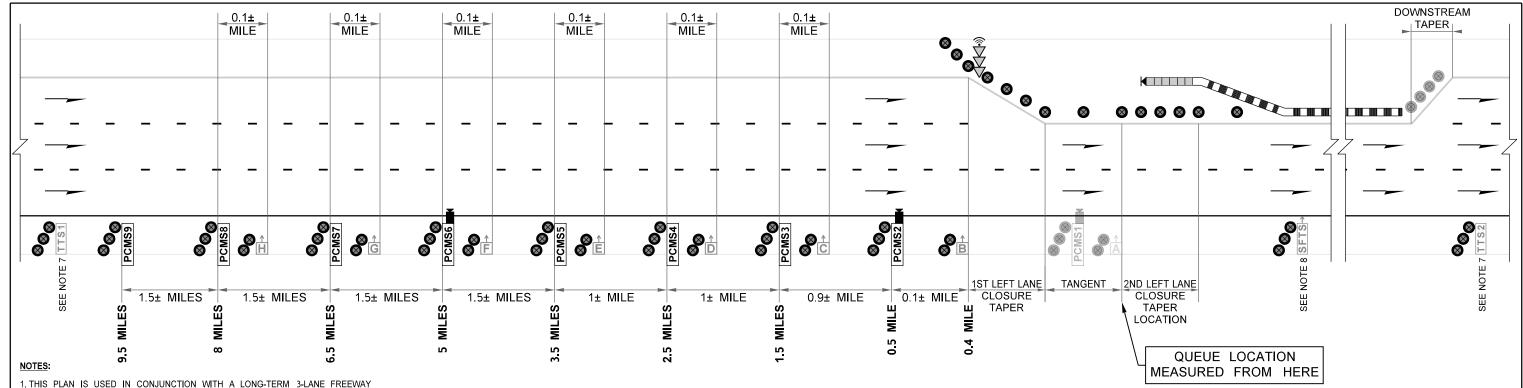


TYPICAL TRAFFIC CONTROL PLANS

PLAN REF NO TC172

SHEET 2
OF 2
SHEETS
SHEETS

Plot 2



- 1. THIS PLAN IS USED IN CONJUNCTION WITH A LONG-TERM 3-LANE FREEWAY SINGLE LEFT LANE CLOSURE STAGED TRAFFIC PLAN.
- 2. SEE SMART WORK ZONE SYSTEM (SWZS) SPECIAL PROVISION/RFP FOR DETAILS.
- 3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
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- 5. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES MINIATURE PCMS (~6' WIDE, 12+ INCH CHARACTERS) ALLOWED FOR PCMS1 ONLY UNLESS ACCEPTED BY ENGINEER.
- 6. PCMS1 AND TRAFFIC SENSOR A ARE OPTIONAL DURING SINGLE LEFT LANE CLOSURES, BUT MAY REMAIN IN PLACE FOR THE DOUBLE LEFT LANE CLOSURE.
- 7. ESTIMATED TRAVEL DELAY TIMES SHALL BE ACCURATE WITHIN 5 MINUTES.
- 8. WHEN FEASIBLE, LOCATE SIDE FIRE TRAFFIC SENSOR PRIOR TO ANY OPEN RAMPS.
- 9. IF SYSTEM FAILS SEE "SMART WORK ZONE SYSTEM FAILURE PROTOCOL" PROVISION.
- 10. IF TRAFFIC QUEUES REACH 6 MILES, PLACE ADDITIONAL PCMS AT 8.5± MILES. RELOCATE FARTHER BACK AS NEEDED TO REMAIN IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS WITH 10+ INCH CHARACTERS ACCEPTABLE. TRANSVERSE TRAFFIC SAFETY DRUMS OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES ADE LESS THAN EE MILES.

ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / SLOW TRAFFIC AHEAD

| LEGEND: | |
|----------|--|
| Ø | TRAFFIC SAFETY DRUM |
| # | TRAFFIC SENSOR (SEE NOTE 6) |
| TTS# | PORTABLE TRAVEL TIME SENSOR (SEE NOTE 7) |
| SFTS→ | SIDE FIRE TRAFFIC SENSOR (SEE NOTE 8) |
| ((•D)> | SMART SEQUENTIAL ARROW SIGN (CONNECTED) |
| PCMS | PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTES 5 & 6) |
| H | PAN-TILT-ZOOM (PTZ) CAMERA |
| | TEMPORARY BARRIER |
| K | TEMPORARY IMPACT ATTENUATOR (TL-3) |
| | |

REGIONAL ADM.

| | | SYMB | | RIGGER SPEED (mph) | CC | RAFFIC | | | | | | | | | | | | | | | | | | |
|--------|-------|----------|---------|--------------------------|---------|-------------------|--------------------|---------------|--------------|------------------|-------------------|----------------|---------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|-----------------|--------------------|-------------|-----------------|------------------|
| | | FF SL | _ | 35+ <35 | _ | ee Flov Slowed | <u>/</u> | | | | | | | | | | | | | | | | (OPTIC | ONAL) |
| QUE | | | | | | SORS | PCN | 1S 9 | PCM | S 8 | PCM | IS 7 | PCM | IS 6 | PCM | IS 5 | PCN | IS 4 | PCM | IS 3 | PCM | S 2 | PCN | · · |
| LOCA | | НО | 3 F | E | D C | BA | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| (mil | es) | T | RAFF | IC CC | DND | ITION | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC |
| | | | _ _ | _ | | | | | | | | | | | | | | | LEFT | 1 | | | | |
| No | ne | FF F | F FF | FFF | F | FFFF | [] . . | (Blank) | | (B l ank) | | (Blank) | | (Blank) | | (Blank) | | (Blank) | LANE CLOSED | MILE AHEAD | | (Blank) | | (Blank) |
| | | | | | | | | | | | | | | | | | SINGLE | 2 | TRAFFIC | ## | SLOW OR | NEXT | | |
| < (|).5 | FF F | FFF | FF F | FF | FFS | | (Blank) | | (B l ank) | | (Blank) | | (Blank) | | (Blank) | LANE CLOSURE | MILES AHEAD | BACKUPS PRESENT | MINUTE DELAY | STOPPED TRAFFIC | 0.5 MILE | | (Blank) |
| | | | | | | | | | | | | | | | SINGLE | 3 | TRAFFIC | ## | SLOW OR | NEXT | ZIPPER | TAKE | ZIPPER | MINIMIZE |
| 0.5 TC | 1.4 | FF F | F FF | FF F | F F | FSLS | | (Blank) | | (B l ank) | | (Blank) | | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 1 | MERGE | TURNS | MERGING | DELAYS |
| | | \vdash | \perp | | \perp | | | | | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | HERE | | HELPS | FOR ALL |
| | | _ | _ | . _ | _ | | | (=, ., | | | | | SINGLE | 4.5 | TRAFFIC | ## | SLOW OR | NEXT | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | MINIMIZE |
| 1.41 | 0 2.4 | ++ + | - | | ·F S | LSLS | 1 | (Blank) | | (Blank) | la - | (Blank) | LANE CLOSURE | MILES | BACKUPS | MINUTE | STOPPED | 2 | MERGES | LEFT | MERGE | TURNS | MERGING | DELAYS |
| | | \vdash | + | | - | | | | | | SINGLE | 6 | TRAFFIC | AHEAD ## | PRESENT SLOW OR | DELAY NEXT | TRAFFIC 2 MILES | MILES USE | AHEAD ZIPPER | LANE TOO | HERE ZIPPER | TAKE | HELPS ZIPPER | FOR ALL MINIMIZE |
| 2.41 T | 0.34 | = = = | | EE | : | 1 81 81 | | (Blank) | | (Blank) | LANE | MILES | BACKUPS | ## MINUTE | STOPPED | 3 | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGING | DELAYS |
| 2.41 | 5 5.4 | ' ' ' | . | ' ' | ,_ 3 | LSLS | 1 | (Dialik) | | (Dialik) | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | TOKING | HELPS | FOR ALL |
| | | \vdash | + | | \top | | | | SINGLE | 7.5 | TRAFFIC | ## | SLOW OR | NEXT | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | MINIMIZE |
| 3.41 T | 0 4.9 | FF F | FİFF | SLS | sL S | LSLS | ∟ − − | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 4.5 | TO MERGE | | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGING | DELAYS |
| | | | | | | | | , , | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HELPS | FOR ALL |
| | | | | | | | SINGLE | 9 | TRAFFIC | ## | SLOW OR | NEXT | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | MINIMIZE |
| 4.91 T | O 6.4 | FF F | F SL | .∣SL∣S | ŝL∣S | LSLS | | MILES | BACKUPS | MINUTE | STOPPED | 6 | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | | MERGES | LEFT | MERGE | TURNS | MERGING | DELAYS |
| | | \vdash | \bot | | \perp | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HELPS | FOR ALL |
| | | | . | | _ | | LANE | ## | SLOW OR | NEXT | 6 MILES | USE | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | MINIMIZE |
| 6.41 T | 0 7.9 | FF S | LISL | SL S | SL S | LSLS | | MINUTE | STOPPED | 7.5 | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL 3 LANES | MERGES | LEFT | MERGE | TURNS | MERGING | DELAYS |
| - | | \vdash | + | | _ | | 9 MILES SLOW OR | DELAY NEXT | TRAFFIC LANE | MILES ## | POINTS 6 MILES | 3 LANES USE | POINTS 4.5 MILES | 3 LANES USE | POINTS 3 MILES | 3 LANES USE | POINTS 2 MILES | USE | AHEAD ZIPPER | LANE TOO | HERE ZIPPER | TAKE | HELPS ZIPPER | FOR ALL MINIMIZE |
| 7.9 | 1_ | اور او | ı çı | 919 | : e | 1 81 81 | L STOPPED | NEXT 9 | CLOSURE | ## MINUTE | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGING | DELAYS |
| '.9 | IΤ | 3L 3 | - 3- | 3L 3 | ,_ 3 | LISLIS | TRAFFIC | MILES | 7.5 MILES | DELAY | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | TOKNO | HELPS | FOR ALL |
| | | | | | | | TIVALLIC | IVILLO | 1.3 WILLS | DLLAI | 7 011110 | J LAINES | 7 011410 | J LAINEO | 1 011413 | J LAINLO | 1 011113 | J LANEO | ALIEAD | L/ 114L 100 | HEILE | | I IILLI O | I OIL ALL |

9-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): SINGLE LEFT LANE CLOSURE NOT TO SCALE

DATE

FILE NAME C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\172Fwy9MileSWZS2Lt.dgn TIME 1:54:13 PM STATE FED.AID PROJ.NO. DATE 1/5/2024 10 WASH PLOTTED BY LintzF JOB NUMBER DESIGNED BY ENTERED BY CHECKED BY CONTRACT NO. LOCATION NO. PROJ. ENGR.

REVISION

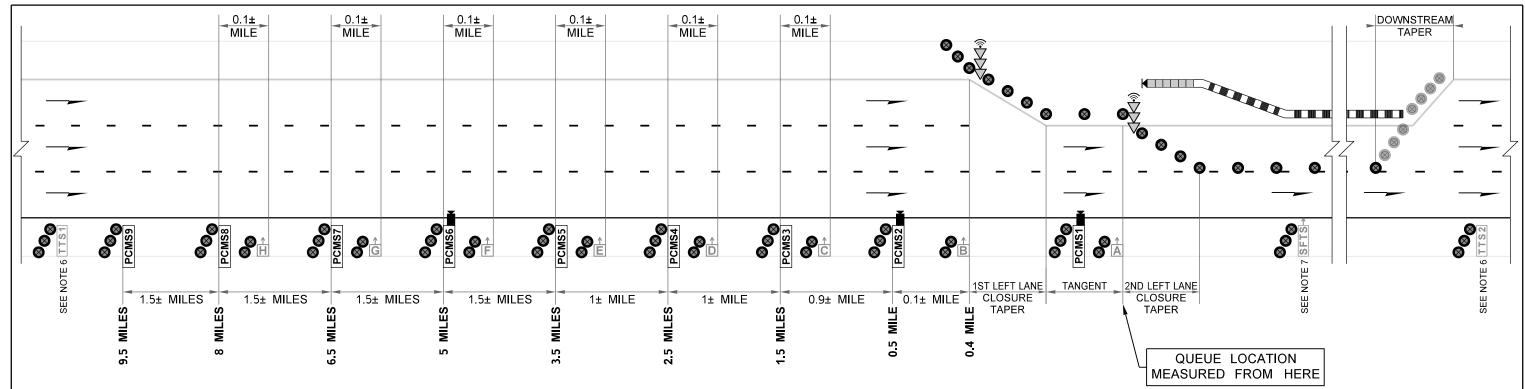
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PLAN REF NO TC172 2 TYPICAL TRAFFIC CONTROL PLANS

Plot 1



NOTES:

- 1. THIS PLAN IS USED IN CONJUNCTION WITH A INTERMEDIATE-TERM 3-LANE FREEWAY DOUBLE LEFT LANE CLOSURE TRAFFIC CONTROL PLAN.
- 2. SEE SMART WORK ZONE SYSTEM (SWZS) SPECIAL PROVISION/RFP FOR DETAILS.
- 3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
 "##" ARE CHANGEABLE VALUES BASED ON REAL-TIME TRAVEL DELAY TIMES IN MINUTES.
- 4. ADJUST SWZS COMPONENTS LOCATION TO AVOID CONFLICTS WITH TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS. SWZS COMPONENTS MAY BE POLE-MOUNTED. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN LANE CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
- 5. LOCATE PCMSs PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES. MINIATURE PCMS (~6'WIDE, 12+INCH CHARACTERS) ALLOWED FOR PCMS1 ONLY UNLESS ACCEPTED BY ENGINEER.
- 6. ESTIMATED TRAVEL DELAY TIMES SHALL BE ACCURATE WITHIN 5 MINUTES.
- 7. WHEN FEASIBLE, LOCATE SIDE FIRE TRAFFIC SENSOR PRIOR TO ANY OPEN RAMPS.
- 8. IF SYSTEM FAILS SEE "SMART WORK ZONE SYSTEM FAILURE PROTOCOL" PROVISION.
- 9. IF TRAFFIC QUEUES REACH 6 MILES, PLACE ADDITIONAL PCMS AT 8.5± MILES. RELOCATE FARTHER BACK AS NEEDED TO REMAIN IN ADVANCE OF QUEUE. TRUCK-MOUNTED PCMS WITH 10+ INCH CHARACTERS ACCEPTABLE. TRANSVERSE TRAFFIC SAFETY DRUMS OPTIONAL. REMOVE PCMS WHEN DISSIPATING QUEUES ARE LESS THAN 5.5 MILES.

ADDED PCMS MESSAGE: TRAFFIC BACKUPS PRESENT / SLOW TRAFFIC AHEAD

| LEGEND: | |
|-------------|---|
| Ø | TRAFFIC SAFETY DRUM |
| # | TRAFFIC SENSOR |
| TTS# | PORTABLE TRAVEL TIME SENSOR (SEE NOTE 6) |
| SFTS→ | SIDE FIRE TRAFFIC SENSOR (SEE NOTE 7) |
| ((• D)D | SMART SEQUENTIAL ARROW SIGN (CONNECTED) |
| PCMS | PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 5) |
| > | PAN-TILT-ZOOM (PTZ) CAMERA |
| | TEMPORARY BARRIER |
| K | TEMPORARY IMPACT ATTENUATOR (TL-3) |

| SYMBOL | TRIGGER SPEED (mph) | TRAFFIC CONDITION |
|--------|---------------------------|-------------------|
| FF | 35+ | Free Flow |
| SL | <35 | Slowed |

| | 1 | | _ | ,,,, | | Olov | | | | | | | | | | | | | | | | | | | |
|-------------------|-----|------|-----|-------------|--------|-------|-------|---------|-------------|-----------|---------|----------|---------------|-----------|---------|----------|----------|----------|-------------|---------|-------------|---------|-------------|---------|---------|
| QUEUE LOCATION | | | | | | NSO | | PCN | IS 9 | PCM | IS 8 | PCM | <u> 1S 7 </u> | PCN | IS 6 | PCN | <u> </u> | PCM | IS 4 | PCN | IS 3 | PCN | IS 2 | PCN | /IS 1 |
| | H | G | F | E | D | CI | ВА | 1 | 2 | 1 | 2 | 1 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| (miles) | | TR/ | FFI | СС | ONI | DITIO | N | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC | 2.0 SEC |
| | Т | I | | | | | | | | | | | | | | | | | | 2 LEFT | 1 | | | | |
| None | İFF | : FF | FF | $FF \sqcup$ | FF | FF F | FFF | l | (Blank) | | (Blank) | | (Blank) | | (Blank) | l | (Blank) | | (Blank) | LANES | MILE | | (Blank) | | (Blank) |
| | | | | | | | | | , , | | | | ' ' | | ` ′ | | ` ′ | | , , | CLOSED | AHEAD | - | , , | | , , |
| | Т | | | | | | | | | | | | | | | | | DOUBLE | 2 | TRAFFIC | ## | SLOW OR | NEXT | | |
| < 0.5 | FF | FF | FF | FF I | FF | FF F | FSL | | (Blank) | | (Blank) | | (Blank) | | (Blank) | l | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 0.5 | | (Blank) |
| | | | | | | | | | | | | • | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILE | | |
| | П | | | | | | | | | | | | | | | DOUBLE | 3 | TRAFFIC | ## | SLOW OR | NEXT | ZIPPER | TAKE | ZIPPER | TAKE |
| 0.5 TO 1.4 | FF | i FF | FF | FF I | FF | FF S | SL SL | | (Blank) | | (Blank) | | (Blank) | | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 1.5 | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | • • | | | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | HERE | | HERE | |
| | | | | | | | | | | | | | | DOUBLE | 4.5 | TRAFFIC | ## | SLOW OR | NEXT | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 1.41 TO 2.4 | FF | FF | FF | FF I | FF | SLS | SL SL | | (Blank) | | (Blank) | | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 2.5 | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | AHEAD | LANE TOO | HERE | | HERE | |
| | П | | | | | | | | | | | DOUBLE | 6 | TRAFFIC | ## | SLOW OR | NEXT | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 2.41 TO 3.4 | FF | FF | FF | FF | 3L | SLS | 3L∣SL | | (Blank) | | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 3.5 | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HERE | |
| | | | | | | | | | | DOUBLE | 7.5 | TRAFFIC | ## | SLOW OR | NEXT | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 3.41 TO 4.9 | FF | FF | FF | SL | SL | SLS | SL∣SL | | (Blank) | LANE | MILES | BACKUPS | MINUTE | STOPPED | 5 | TO MERGE | ALL | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HERE | |
| | | | | | | | | DOUBLE | 9 | TRAFFIC | ## | SLOW OR | NEXT | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 4.91 TO 6.4 | FF | FF | SL | SL | 3L | SLS | SL SL | LANE | MILES | BACKUPS | MINUTE | STOPPED | 6.5 | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | CLOSURE | AHEAD | PRESENT | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HERE | |
| | | | | | \neg | | | 2 LANE | ## | SLOW OR | NEXT | 6 MILES | USE | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 6.41 TO 7.9 | FF | : SL | SL | SL | SL | SLS | SL SL | CLOSURE | MINUTE | STOPPED | 8 | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | 9 MILES | DELAY | TRAFFIC | MILES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HERE | |
| | П | | | | | | | SLOW OR | NEXT | 2 LANE | ## | 6 MILES | USE | 4.5 MILES | USE | 3 MILES | USE | 2 MILES | USE | ZIPPER | USE | ZIPPER | TAKE | ZIPPER | TAKE |
| 7.91+ | SL | . SL | SL | SL | SL | SLS | SL SL | STOPPED | 9.5 | CLOSURE | MINUTE | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | TO MERGE | ALL | MERGES | LEFT | MERGE | TURNS | MERGE | TURNS |
| | | | | | | | | TRAFFIC | MILES | 7.5 MILES | DELAY | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | POINTS | 3 LANES | AHEAD | LANE TOO | HERE | | HERE | |

9-MILE SMART WORK ZONE SYSTEM FREEWAY (3 LANES): DOUBLE LEFT LANE CLOSURE

NOT TO SCALE

DATE

| FILE NAME | C:\Users\LintzF\OneDrive - Wa | shington State Department of Transportation\Desktop\Wo | ork Zone TCI | Ps\172 | Fwy9M | IIeSWZS | 2Lt.dgn |
|---------------|-------------------------------|--|--------------|--------|---------------|----------|------------------|
| TIME | 1:54:13 PM | | | | REGION NO. | STATE | FED.AID PROJ.NO. |
| DATE | 1/5/2024 | | | | | WASH | |
| PLOTTED BY | LintzF | | | | 10 | WASH | |
| DESIGNED BY | | | | | JOB N | IUMBER | |
| ENTERED BY | | | | | | | |
| CHECKED BY | | | | | CONTR | RACT NO. | LOCATION NO. |
| PROJ. ENGR. | | | | | | | |
| REGIONAL ADM. | | REVISION | DATE | BY | | | |



TYPICAL TRAFFIC CONTROL PLANS

Plot 2

PLAN REF NO
TC172

SHEET
2
OF
2
SHEETS

| WORK ZONE MICROSTATION CELLS: Updated work zone cells incorporated (January 2024). | DESIGNER NOTES: | | |
|---|---|--|--------|
| WSDOT CAE automatically updates cell libraries on WSDOT and on-site consultant staff computers (no action needed); however, external users or off-site consultants must manually install them. For additional information email HQCAEHelpDesk@wsdot.wa.gov. | A. Region Transportation Operations will determine if and what queue mitigation system is needed using work zone traffic analysis (Traffic Manual 5-9). For additional information, see Traffic Manual 5-17 or Work Zone Traffic Control Fundamentals presentation. | | |
| Division 4 in WSDOT Plans Preparation Manual, Section 400.06(29), provides updated work zone cell library policy and information for PS&Es. See https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/plans-preparation-manual | B. These typical traffic control plans may be modified for site-specific situations and/or WSD Typical Traffic Control Plans are not "Standard Plans" . | OT Region Transportation Operations standard practices. | |
| TYPICAL TCP USAGE EXPLANATION: | C. If the long-term staged traffic control plan does not use temporary barriers, this Typical | TCP can be modified to reflect channelization devices inst | æad. |
| Plot 1: Supplements long-term single left lane closure on 3-lane freeways. | D. When used, include 3 of the following Smart Work Zone System General Special Pr | ovisions listed below: | |
| Plot 2: Supplements long-term single left lane closure on 3-lane freeways with a intermediate-term double left lane closure in place. | 1-10.3(3).OPT3.FR1 Specifications 1-10.4(2).OPT5.GR1 Measurement (Traffic Control as Bid Items) 1-10.5(2).OPT3.GR1 Payment | | |
| | E. Except for projects requiring them in the Provisions, Pan-Tilt-Cameras (PTZ Cameras) are or deleted. PTZ Cameras are used remotely by Agency to monitor incidents and queues. | optional and may be mounted on different PCMSs as des | ired |
| | F. The side-fire traffic sensor is used to obtain traffic volume and speed data per General Sp | pecial Provision requirements. | |
| | G. These Smart Work Zone Systems are very adaptable for a variety of situations, including queued work zone. Contact State Work Zone Engineers for guidance at HQWorkZone@w | being used on multiple roadways concurrently leading introduced in the state of the second second in the second se | :о а |
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| | | | |
| · | VARNING SYSTEM | | |
| FREEWAY (3 LANES): SINGLE & DOUBLE LEFT LANE CLOSURE | | | |
| | | INFORMATIONAL LISE ONLY | Plot 3 |
| | | INFORMATIONAL USE ONLY | TC17 |
| | | DO NOT INCLUDE THIS SHEET IN CONTRACT PS&Es or TCP SUBMITTALs. | |

DESIGNER GUIDANCE